

Oceanic Steamship Company.

TIME TABLE

The fine Passenger Steamers of this line will arrive at and leave this port as hereunder:

FROM SAN FRANCISCO.		FOR SAN FRANCISCO.	
SONOMA	AUG. 5	ALAMEDA	AUG. 1
ALAMEDA	AUG. 17	VENTURA	AUG. 7
VENTURA	AUG. 29	ALAMEDA	AUG. 22
ALAMEDA	SEPT. 7	SIERRA	AUG. 28
SIERRA	SEPT. 19	ALAMEDA	SEPT. 12
ALAMEDA	SEPT. 28	SONOMA	SEPT. 18
SONOMA	OCT. 10	ALAMEDA	OCT. 3
ALAMEDA	OCT. 19	VENTURA	OCT. 9
VENTURA	OCT. 31	ALAMEDA	OCT. 24
ALAMEDA	NOV. 9	SIERRA	OCT. 30
SIERRA	NOV. 21	ALAMEDA	NOV. 14
ALAMEDA	NOV. 30	SONOMA	NOV. 20
SONOMA	DEC. 12	ALAMEDA	DEC. 5
ALAMEDA	DEC. 21	VENTURA	DEC. 11

In connection with the sailing of the above steamers, the Agents are prepared to issue to intending passengers coupon through tickets by any railroad from San Francisco to all points in the United States, and from New York by steamship line to all European ports.

W. G. Irwin & Co.
(LIMITED)
General Agents Oceanic S. S. Company.

Canadian-Australian Royal Mail STEAMSHIP COMPANY

Steamers of the above line running in connection with the CANADIAN-PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., Honolulu and Brisbane, Q.

DUE AT HONOLULU ON OR ABOUT THE DATES BELOW STATED, VIZ.

FOR AUSTRALIA.		FOR VANCOUVER.	
AORANGI	JULY 28	MIOWERA	AUG. 22
MAHENO	AUG. 25	AORANGI	SEPT. 19
MIOWERA	SEPT. 22	MOANA	OCT. 17
AORANGI	OCT. 20		

CALLING AT SUVA, FIJI, ON BOTH UP AND DOWN VOYAGES.
THEO. H. DAVIES & CO., Ltd., Gen'l Agts.

AMERICAN HAWAIIAN STEAMSHIP COMPANY.

DIRECT MONTHLY SERVICE BETWEEN NEW YORK AND HONOLULU, VIA PACIFIC COAST.

FROM NEW YORK TO HONOLULU.	
S. S. CALIFORNIA	To sail October 15th
S. S. ALASKA	To sail November 10th

FROM SAN FRANCISCO TO HONOLULU.

FROM SAN FRANCISCO TO HONOLULU.	
S. S. NEBRASKA	To sail October 10th
S. S. NEVADA	To sail October 31st

FROM HONOLULU TO SAN FRANCISCO.

FROM HONOLULU TO SAN FRANCISCO.	
S. S. NEVADA	Direct—To sail October 1st
S. S. NEBRASKA	To sail October 21st

FROM SEATTLE AND TACOMA TO HONOLULU.

FROM SEATTLE AND TACOMA TO HONOLULU.	
S. S. NEBRASKA	To sail October 2nd
S. S. NEVADA	To sail October 23rd

(Via San Francisco.)

H. Hackfeld & Co.
E. P. MORSE, General Freight Agent, Agents.

Pacific Mail Steamship Co. Occidental & Oriental S. S. Co Toyo Kisen Kaisha S. S. Co.

Steamers of the above Companies will call at Honolulu and leave this port on or about the dates below mentioned

FOR CHINA AND JAPAN.		FOR SAN FRANCISCO.	
NIPPON MARU	AUGUST 4	HONGKONG MARU	AUGUST 7
DORIC	AUGUST 11	KOREA	AUGUST 14
HONGKONG MARU	AUGUST 21	AMERICA MARU	AUGUST 28
HONGKONG MARU	AUGUST 31	SIBERIA	SEPT. 4
KOREA	SEPT. 11	CHINA	SEPT. 18
AMERICA MARU	SEPT. 21	MONGOLIA	SEPT. 25
SIBERIA	SEPT. 28	NIPPON MARU	SEPT. 25
CHINA	OCT. 5	DORIC	OCT. 5
MONGOLIA	OCT. 12	MANCHURIA	OCT. 12
NIPPON MARU	OCT. 19	HONGKONG MARU	OCT. 22
DORIC	OCT. 27	KOREA	NOV. 2
MANCHURIA	NOV. 9	AMERICA MARU	NOV. 16
HONGKONG MARU	NOV. 16	SIBERIA	NOV. 23
KOREA	NOV. 23	CHINA	NOV. 30
AMERICA MARU	DEC. 7	MONGOLIA	DEC. 14

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Inter-Island S. N. Company.

SHIPPING INTELLIGENCE

(For additions, and later shipping see pages 4, 5 or 6.)

TIDES, SUN AND MOON.

First Quarter of the Moon Sept. 24th.

Date	High Tide	Low Tide	High Tide	Low Tide	Sun Sets	Moon Rises
Oct. 1	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 2	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 3	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 4	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 5	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 6	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 7	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 8	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 9	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 10	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 11	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 12	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 13	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 14	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 15	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 16	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 17	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 18	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 19	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 20	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 21	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 22	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 23	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 24	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 25	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 26	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 27	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 28	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 29	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 30	5:15	1:15	5:15	1:15	5:15	5:11
Oct. 31	5:15	1:15	5:15	1:15	5:15	5:11

U. S. DEPARTMENT OF AGRICULTURE—WEATHER BUREAU.

The following data, covering a period of 30 years, have been compiled from the Weather Bureau and McKibbin records at Honolulu, T. H. They are issued to show the conditions that have prevailed during the month in question for the above period of years, but must not be construed as a forecast of the weather conditions for the coming month.

Month October for 31 years.

TEMPERATURE (1890-1905).

Mean or normal temperature, 76°.

The warmest month was that of 1895, with an average of 77°.

The coldest month was that of 1903, with an average of 75°.

The highest temperature was 99° on October 10, 1891.

The lowest temperature was 63° on October 30, 1892.

PRECIPITATION (rain), (1877-1894, 1904 and 1905).

Average for the month, 1.75 inches.

Average number of days with .01 of an inch or more, 13.

The greatest monthly precipitation was 4.32 inches in 1884.

The least monthly precipitation was 0.44 inches in 1885.

The greatest amount of precipitation recorded in any 24 consecutive hours was 2.36 inches on October 29, 1882.

RELATIVE HUMIDITY.

Average 9 a. m. 65%; average 9 p. m. 75% (1893-1903) average 8 a. m. 65%; average 8 p. m. 71% (1904-1905).

CLOUDS AND WEATHER (1890-1905).

Average number of clear days, 10, partly cloudy days 17; cloudy days, 4.

WIND. (1904 and 1905.)

The prevailing winds have been from the northeast (1875-1884, 1904 and 1905).

The average hourly velocity of the wind is 8.4 miles (1904-1905).

The highest velocity of the wind during 1904 and 1905 was 28 miles from the northeast on October 29, 1904.

Station: Honolulu, T. H.

Date of issue: Sept. 28, 1906.

*9 o'clock averages from records of Territorial Meteorologist; 8 o'clock averages from Weather Bureau records.

WM. B. STOCKMAN,
Section Director Weather Bureau.

ARRIVING.

Thursday, October 4.

S. S. China, Friele, from San Francisco, due.

S. S. Doric, Smith, for the Orient, due.

Stmr. Claudine, Parker, from Maui ports, Laupahoehoe and Hilo, due early in morning.

Wednesday, October 3.

Stmr. Mikahala, S. Thompson, from Kauai ports, due early in morning.

DEPARTING.

Tuesday, October 2.

Stmr. Kinau, Clarke, for Hilo and way ports at noon.

Stmr. Likilike, Naopala, for Molokai, Maui and Lanai ports at 5 p. m.

Stmr. Neoua, Pederson, for Mahukona, Honokaa and Kukuhaele at 5 p. m.

Stmr. Keauhou, Tullett, for Kauai ports at 5 p. m.

Stmr. Maui, F. Bennett, for Kauai ports at 5 p. m.

Wednesday, October 3.

S. S. Alameda, Dowdell, for San Francisco at 10 a. m.

Thursday, October 4.

S. S. China, Friele, for the Orient, probably sail in afternoon.

S. S. Doric, Smith, for San Francisco, may sail in afternoon.

ANEGAWA WILL BLOOM.

When the Japanese naval training ship Anegawa leaves this port she will bloom as the spring. Members of her crew are busily engaged in making paper flowers which will be used to decorate the vessel.

ABANDONED THE KAUIKEAOULL.

The schooner Kauikeaoull was dismantled Thursday at 3 p. m. 35 miles to leeward of Kahoolawe. The crew abandoned the vessel at 5 p. m. of the same day and finally landed at Kawaihae. She was leaking badly when abandoned.

SHERIDAN NEARLY CAPSIZED.

The transport Sheridan nearly capsized yesterday when she was being towed to this harbor so she was anchored near Pearl Harbor. She will be floated easily it is thought.

PACIFIC AWAITING ORDERS.

The steam dredger Pacific is now ready for sea. She is to go to San Francisco. The vessel has 250 tons of coal on deck. It is understood that there has been some hitch in the matter of marine insurance and until this

No Play-Time for Archduke Max



Probably the hardest worked boy in Europe is eleven-year old Archduke Maximilian of Austria. Some day he will be Emperor of Austria, his family calculates, and he is being put through such a course of sprouts as would take the heart out of any boy.

Besides being taught the thousand and one things other Austrian children are bothered with, he has to learn the Hungarian, Bohemian, Polish and Italian languages, which are spoken in different sections of the Empire by his future subjects. He has to study the organization of the armies in Europe, the art of leading in war and manifold other matters to qualify him to be the ruler of 50,000,000 people of different races.

All this takes up his time from 8 o'clock in the morning until 6 in the evening, with half an hour for lunch. He has no companion, no friend, no play-fellow—nothing but grown men and masters, some of them old pedants. Consequently the strain is beginning to show on the boy and the royal physician has just ordered a drastic revision of his daily programme.

Important detail be settled, she will be held here.

IRMGARD DEPARTING TODAY.

The barkentine Irmgard departs this afternoon for San Francisco for San Francisco, with sugar. The bark Olympic will depart on Thursday for the same place, also with sugar. Captain Evans says he will race with the barkentine. Bets are now in order.

ALAMEDA SAILS TOMORROW.

The S. S. Alameda will depart tomorrow at 10 o'clock for San Francisco. She is booked to her full capacity on account of passengers of the Mongolia taking transportation by her.

LINERS ARRIVED YESTERDAY.

The Marine Exchange received information yesterday of the arrival of the Sonoma and Nippon Maru at San Francisco from Honolulu.

MARSTON SAILED FOR FRISCO.

The schooner W. H. Marston sailed from Hilo yesterday for San Francisco with sugar.

ISLAND STEAMER DAY.

This is island steamer day and the usual island boats are going out on their runs to island ports.

U. S. Department of Agriculture.

Weather Bureau.

MONTHLY METEOROLOGICAL SUMMARY.

Station, Honolulu, T. H., Month, September, 1906.

Date	Max.	Min.	Mean.	Precip.	Ch'r't'r
1	83	73	78	.10	Pt. Cl'dy
2	84	74	79	.02	Clear
3	83	72	78	.12	Pt. Cl'dy
4	84	74	79	...	Pt. Cl'dy
5	85	73	79	.07	Pt. Cl'dy
6	84	75	80	.07	Pt. Cl'dy
7	85	72	78	.18	Pt. Cl'dy
8	85	76	80	T	Pt. Cl'dy
9	82	75	78	T	Pt. Cl'dy
10	83	75	79	...	Clear
11	84	75	80	...	Clear
12	84	73	78	.07	Pt. Cl'dy
13	83	74	78	T	Clear
14	84	69	76	.32	Clear
15	85	74	80	.04	Clear
16	82	74	78	T	Pt. Cl'dy
17	83	74	78	...	Pt. Cl'dy
18	84	73	78	T	Cloudy
19	83	73	78	.01	Pt. Cl'dy
20	83	70	76	T	Clear
21	82	72	77	.07	Clear
22	84	73	78	...	Clear
23	85	73	79	...	Clear
24	85	76	80	...	Clear
25	85	75	80	...	Pt. Cl'dy
26	85	75	80	T	Clear
27	83	74	78	.01	Pt. Cl'dy
28	83	72	78	.12	Pt. Cl'dy
29	84	74	79	...	Clear
30	84	72	78	...	Clear

Mean...83.8 73.5 78.6

*In inches and hundredths.

ATMOSPHERIC PRESSURE.

(Reduced to sea level; inches and hundredths.)

Mean, 30. Highest, 30.08; date, 12th. Lowest, 29.88; date, 19th.

TEMPERATURE.

Highest, 85; date, 23rd. Lowest, 69; date, 14th.

Greatest daily range, 15; date, 14th. Least daily range, 7; date, 9th.

Mean for this month in 1890, 78; 1891, 80; 1892, 79; 1893, 77; 1894, 77; 1895, 77; 1896, 79; 1897, 78; 1898, 77; 1899, 78; 1900, 80; 1901, 78; 1902, 78; 1903, 78; 1904, 78; 1905, 77; 1906, 79.

Mean of this month for 17 years, 78. Absolute maximum for this month for 17 years, 88.

Average daily excess of this month as compared with mean of 17 years, 0.5.

Accumulated deficiency since January 1, 0.2.

ago, when I was chief mate in the schooner B. F. Lee, Captain Clements. He has two sons born there who are studying law in the states and after they graduate they will go home to China and help to Americanize it.

Dr. J. B. Landon, a Chinese graduate of a California medical college, late in business at No. 800 Washington street, San Francisco is going home to help build up his country, like hundreds of others, and to place their race on a par with other nations and receive recognition and treatment like human beings.

Another gentleman, highly educated in English and draw poker is well acquainted with that gentlemanly gambler Abe Gentry, and the famous Col. Poker Davis, of Los Angeles. He believes he will be able to hold a full hand in China without working hard in his old age and could beat the Chinese emperor at cards with hands down. Quite a number were from all over the different Central and South American states,—Mexico, Panama, Peru and Chili. They were the relics of that horde in the fifties who were stolen from their homes in Macao, Portuguese China, shanghaied on board those infamous ships, Marco Polo and Christopher Colon, and chained to the deck. One third of them died on the passage to the Chinese islands and of the remainder only 15 per cent lived out their contract. In the fifties the great mass of ships left San Francisco in ballast and the only available cargo to be had on the Pacific Coast was guano and nitre in Chili and Peru, most of it being sold in England, Belgium and Holland. We all agree that the United States is no longer an asylum or safe place for the Chinese, and the great mass of them will leave and go home. The brutal treatment by hoodlums and labor agitators makes it unsafe to stay much longer, as they see the unrest of the public and silent hatred the white laborer has for them. The great influx of Japanese into the United States will bring revolutions and anarchy much quicker. It will lead to civil war and those having past experience will know what to expect from hoodlums and labor unions who have taken up the cry "America for the Americans and China for the Chinese."

On August 22, 1906, I was detailed by Superintendent Riley, representing the Pacific Mail Steamship Company, H. Hackfeld & Co., agents, to act as guard over some 450 Chinese passengers from the ocean liner Manchuria, wrecked on Waimanalo reef. Amongst them were 360 old men, their ages ranging from 60 to 86 years, the largest number being old Pacific coast gold miners, gathered together by the various Chinese societies by the Chinese government, which pays all their expenses in sending them home to China. Many were old forty-miners and up to the early sixties, when Stanford, Crocker, Huntington & Co., contracted for 250,000 Chinese to build and carry out their stupendous railroad enterprises, which could not have been completed at that time without the assistance of the much despised Chinese. When the roads were finished they were discharged and dispersed all over the United States, thus saving money and evading their contract with the United States and China, the agreement being their term. Amongst them were many who were well educated, could read and write English and speak English fluently they having mined in California, also on the Snake river, Peace river, Fraser river, in 1859-9, Caribou and the numerous tributaries of the Fraser and Stickeen, at that time Russian and British possessions. After the first discovery of gold by me in 1862, in what is Alaska today, the name of "Stickeen Jack" became attached to me and by this name I am known all over the Pacific slope. A number had worked in the various saw mills of Washington, Oregon and California, and amongst them I met Mr. So Kline, who was the lumber shute tender at Fisk's mill, Mendocino county, 35 years

ago, when I was chief mate in the schooner B. F. Lee, Captain Clements. He has two sons born there who are studying law in the states and after they graduate they will go home to China and help to Americanize it.

FLOATED HER AHEAD OF TIME

SAN FRANCISCO PAPER HAD A FAKE NEW YORK CABLE ABOUT MANCHURIA.

The San Francisco Evening Bulletin, which publishes a Sunday morning edition, was considerably ahead of time in reporting the floating of the Manchuria. Its issue of Sunday morning, September 16, published when the Manchuria was still hard and fast, and about twelve hours before she floated, contained the following:

"NEW YORK, Sept. 15.—Officials of the Pacific Mail Steamship Company received a cablegram this evening stating that their steamer Manchuria, which stranded on a reef near Honolulu, had been successfully floated. She will reach Honolulu tonight."

It is said that no dispatch was sent from here to the New York agents, and that the New York dispatch was a San Francisco fake.

In Captain Hobson's opinion our navy has not amounted to much since he left it on engage in politics.—Providence Journal.

INFLAMMATORY RHEUMATISM.